

FIGURE 4: SIDEWALK NETWORK BUILDOUT





Scale: 1" = 150'

**Legend**

- Contours
- Parcel Lines
- Buildings
- Drainage Structures
- Drainage Pipes
- Wetlands
- Village Zone C Boundary
- Limits of Study Area

**Comprehensive Shoreland Protection Area**

- 50' Waterfront Buffer/Primary Building Setback
- 150' Natural Woodland Buffer
- 250' Protected Shoreland

**NWI Wetlands**

- Lacustrine
- Palustrine
- Riverine

**Proposed Sidewalk Routes**

- Route 1
- Route 2
- Route 3

**Route/Segment Designations**

- Crosswalks
- Property owners object to sidewalks in these areas

# Proposed Sidewalk Routes & Crosswalks

Moultonborough New Hampshire  
2013

**Revisions:**

Plan Labels	7-5-13
Conceptual Walk Layout	8-22-13
Conceptual Walk Layout REV	8-30-13
Conceptual Walk Layout REV 2	9-5-13
Conceptual Walk Layout REV 3	9-12-13
Conceptual Walk Layout REV 4	9-17-13
Conceptual Walk Layout REV 5	9-24-13
Conceptual Walk Layout REV 6	10-2-13

**NOTES**

THIS MAP IS BASED ON THE TOWN OF MOULTONBOROUGH 2011 PROPERTY MAP. IT IS INTENDED FOR REFERENCE AND PLANNING PURPOSES ONLY.

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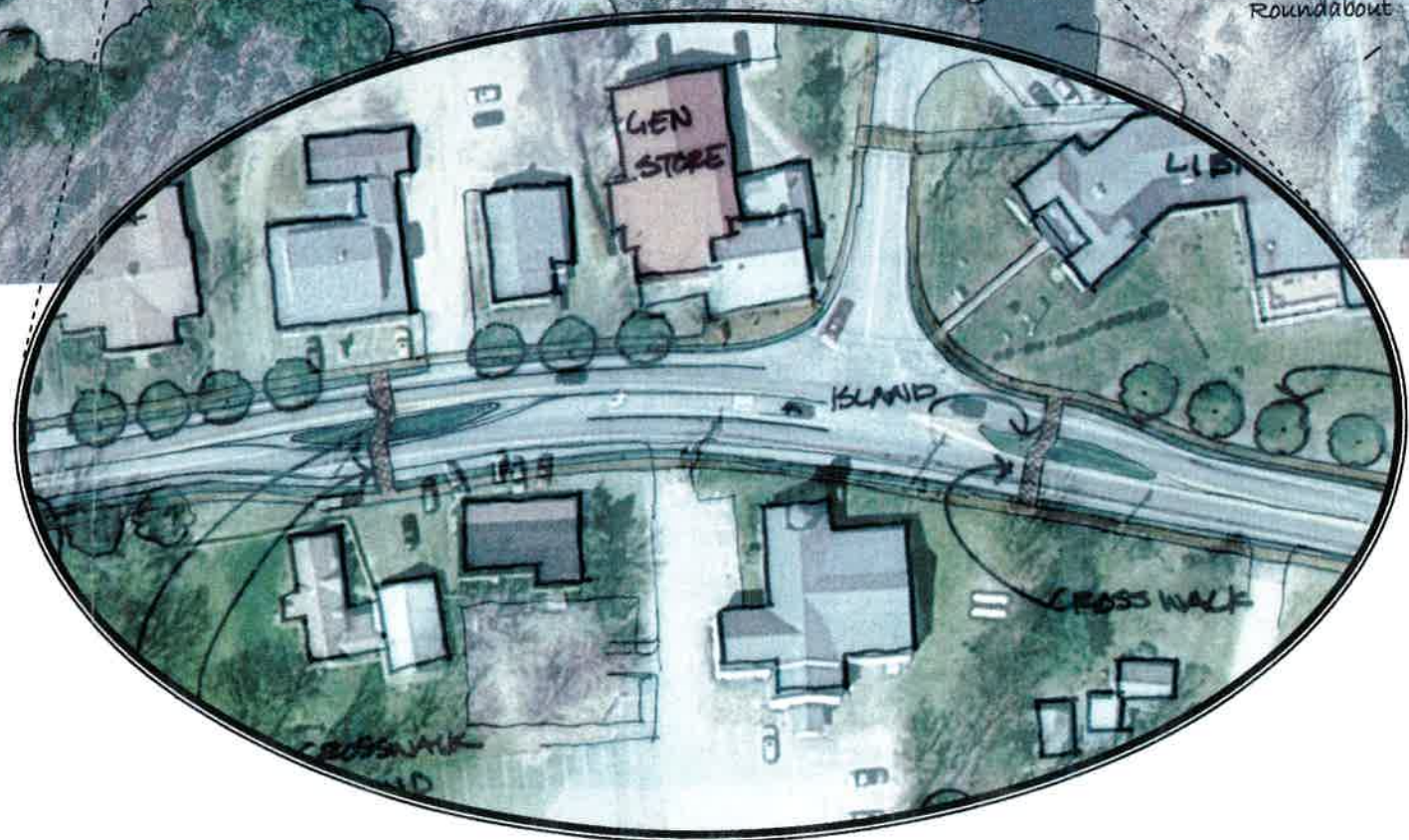


## Intensive Traffic Calming in the Town Center



### Village Center Traffic Calming Details:

1. Sidewalks, bike lanes, a tree/landscape strip, and narrower travel lanes are installed along entire length of Route 25 in the town center.
2. Crosswalks are installed at three critical locations.
3. Landscaped median islands/pedestrian safety islands are installed at either side of the Holland Street intersection.
4. Two roundabouts at Route 25/Old Route 109/ Safety Building and at
5. Head-in parking along Route 25 is re-oriented to parallel parking with coordinated and shared driveway access points.
6. The retaining wall at the corner of Holland Street/Route 25, in front of Library is pushed back for better intersection visibility and installation of sidewalks.





# Real Estate Opportunities & Preservation of Historic Character

The illustration at right highlights the parcels that have potential for more active use and/or redevelopment.

On the northerly side of Route 25, the Moultonborough Historical Society currently oversees key properties that are comparatively underutilized. The Grange is owned by the Historical Society and is in need of immediate repair. Two larger parcels to the northerly side of Route 25 offer great potential for rethinking the structure of the village center and its circulation pattern.

On the southerly side of Route 25, the former school/Police Barracks is currently a residence and the Taylor property is vacant and currently for sale. The Moultonborough Academy owns a significant amount of land that lies behind most of the properties that front on Route 25.

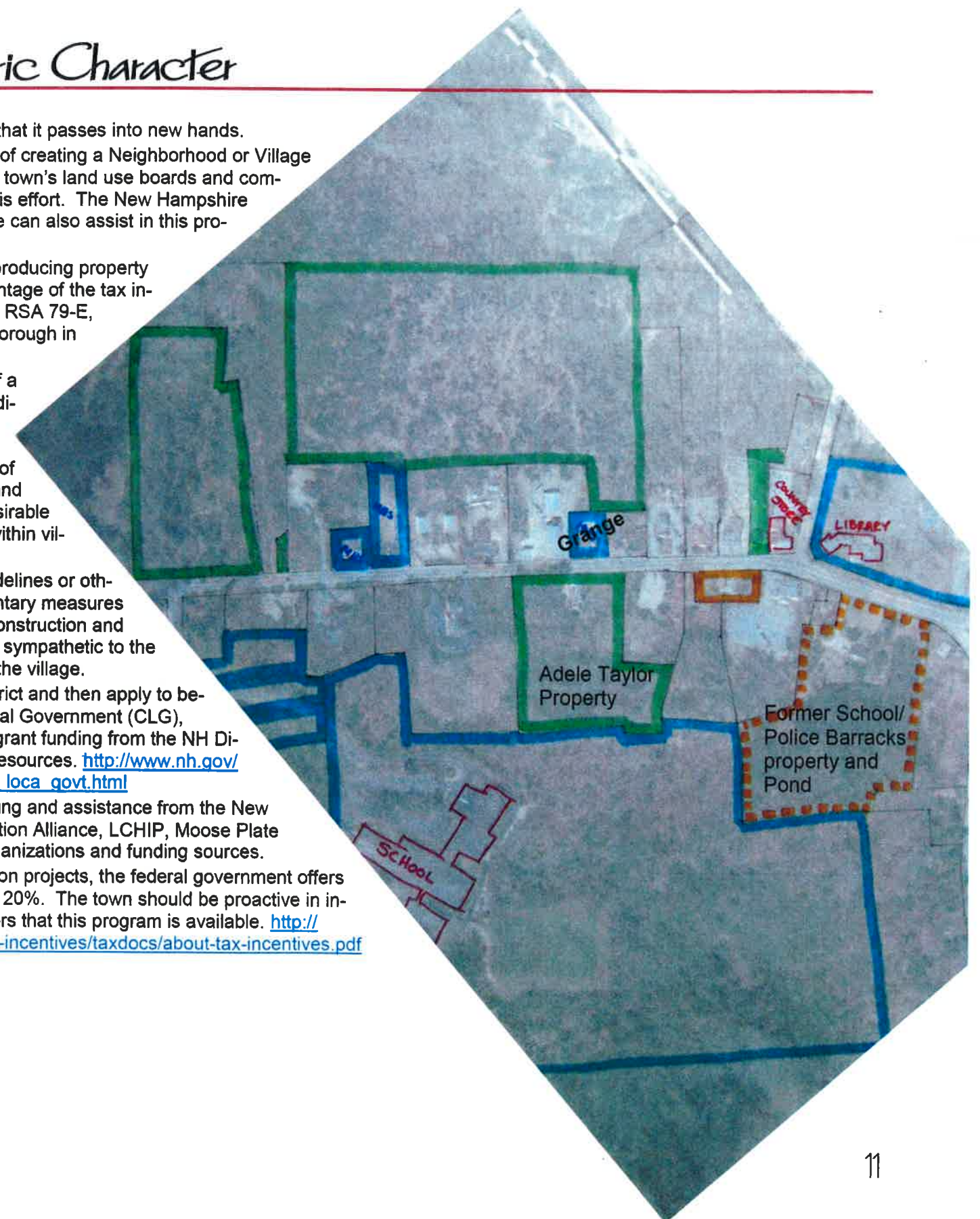
The charrette team assessed all of the real estate opportunities and compared them with the town's charrette objectives and the input received from the community. The charrette team believes that these significant real estate holdings in the village offer an outstanding opportunity for the community to re-think its development patterns, create the desired traffic and pedestrian circulation, and consider creation of close-knit development patterns that could transform the village into a more active town center.

In order to preserve the rural and historic character that make Moultonborough village unique, reuse of many of these buildings and properties needs to include adherence to the following principles.

- Maintain existing rhythm and character of the streetscape (existing historic buildings and in-fill). The existing village is defined by its historic rural, linear character, and this should be respected in the planning process.
- Avoid moving historic buildings if possible. Moving buildings should be a last resort. However, it may be necessary in the case of the Grange, for example, and if it is, the building should be close to its original context along the highway.
- The introduction of sidewalks, curbing, and other streetscape amenities should be as respectful as possible to the existing historic setting since these are new features that should not overwhelm the historic character of the street.
- With the leadership of the Heritage Commission, continue to aggressively develop and carry out specific strategies to preserve and re-use historic buildings that the town currently owns. The Grange should top this list.
- Involve the town and its decision-makers in playing a role in the future of several key properties that are currently on the market or are expected to be soon. The former school/State Police barracks would be a key acquisition for the town, and the small bungalow nearby should be considered historic and preserved as well. The Adele Taylor house is also a key property to spur revitalization of the town, and having the town in a position of influence in this transaction might help assure a positive preservation outcome. If the town does not wish to pursue outright acquisition and redevelopment, it might advocate for an easement or other means of protection for the

property at the time that it passes into new hands.

- Explore the benefits of creating a Neighborhood or Village Heritage District; the town's land use boards and commissions can lead this effort. The New Hampshire Preservation Alliance can also assist in this process.
- Encourage income-producing property owners to take advantage of the tax incentives provided by RSA 79-E, adopted in Moultonborough in 2009.
- Consider adoption of a demolition review ordinance that would increase public dialogue about the fate of important buildings and possibly avert undesirable building demolition within village center.
- Consider design guidelines or other regulatory or voluntary measures to assure that new construction and major alterations are sympathetic to the historic character of the village.
- Create a historic district and then apply to become a Certified Local Government (CLG), opening the door to grant funding from the NH Division of Historical Resources. [http://www.nh.gov/nhdhr/programs/cert\\_local\\_govt.html](http://www.nh.gov/nhdhr/programs/cert_local_govt.html)
- Seek additional funding and assistance from the New Hampshire Preservation Alliance, LCHIP, Moose Plate grants, and other organizations and funding sources.
- For major rehabilitation projects, the federal government offers tax credits of 10% or 20%. The town should be proactive in informing potential users that this program is available. <http://www.nps.gov/tps/tax-incentives/taxdocs/about-tax-incentives.pdf>





# Village Center Alternative Layout #1

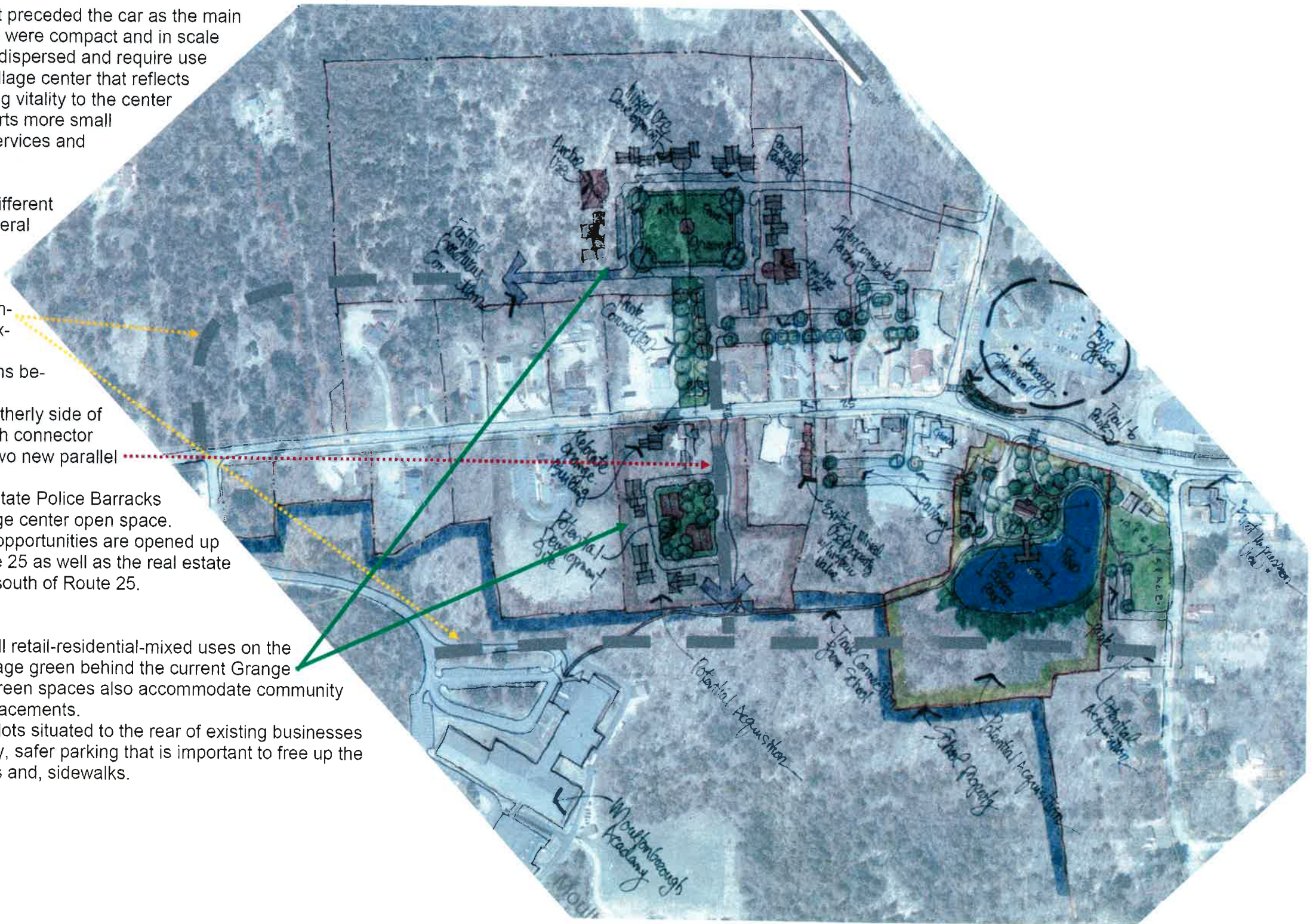
Moultonborough developed during a period that preceded the car as the main mode of transportation. Traditional settlements were compact and in scale with pedestrian traffic. New developments are dispersed and require use of a car. Encouraging compact design in the village center that reflects existing compact development patterns will bring vitality to the center by providing a larger customer base that supports more small businesses, enabling residents to use village services and more easily connect with each other.

The charrette team developed two somewhat different concepts for the village center. They share several common elements including:

1. New, alternative parallel roads to Route 25 that enable local vehicular, pedestrian and bicycle traffic to move around the village without having to interact with Route 25 traffic except at a few key points.
2. New, safe pedestrian and bicycle connections between the schools, retail stores and library.
3. Relocation of the Grange building to the southerly side of Route 25 to accommodate a new north-south connector road that provides important access to the two new parallel roads to Route 25.
4. Acquisition and reuse of the former school/State Police Barracks as a new town recreation resource and village center open space.
5. With the above new road linkages in place, opportunities are opened up for mixed-use infill development along Route 25 as well as the real estate that abuts the new parallel roads north and south of Route 25.

Layout #1 on this page shows:

1. The proposed new roads with some new infill retail-residential-mixed uses on the Adele Taylor property and around a new village green behind the current Grange building site to the north of Route 25. The green spaces also accommodate community septic systems that enable closer building placements.
2. Several shared private or municipal parking lots situated to the rear of existing businesses that front on Route 25 providing more orderly, safer parking that is important to free up the street frontages for landscape improvements and, sidewalks.





## Village Center Alternative layout #2

Alternative #2 illustrates:

1. A somewhat different development concept on the Adele Taylor parcel.
2. A more curvilinear residential street concept to the north of Route 25 that is interspersed with internal open spaces that contain community septic systems.
3. A suggested new community building adjacent to the new residential area.
4. Several new commercial/mixed use buildings along Route 25.

The new development envisioned in both alternatives provides for additional moderately priced housing opportunities to serve the entire community while creating important village scale density and expanded customer base for existing and new village businesses.

In order for these concepts to be achieved, zoning amendments will be needed and important infrastructure investments made. One of the most critical investments that is needed is to address the drinking water and septic system needs that currently exist in the village and also serve as the catalyst that can unlock the potential for the entire village.

Providing the zoning that enables an appropriate village scale of density and architectural character desired by the residents should create the critical mass necessary to enable water and sewer improvements to be made that benefit the entire village. A nearby example of a village sewer district can be found in Center Sandwich where a sewer district has been in place for more than twenty years. A water district can be established using a similar approach. Several enabling legislation alternatives can be found in RSA 38, 52, 149-I and 162-K.

